



National Transportation Safety Board Aviation Accident Final Report

Location:	ORLAND, CA	Accident Number:	SEA85LA128
Date & Time:	06/05/1985, 1540 PDT	Registration:	N99108
Aircraft:	de Havilland DH 82A TIGER MOTH	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT DURING A LOOP, THE ENG LOST POWER, THEN THE ACFT ENTERED AN INVERTED SPIN. HE SAID THAT HE HAD GOTTEN OUT OF THE INVERTED SPIN & WAS RECOVERING FROM A REGULAR SPIN WHEN THE ACFT STRUCK THE GROUND. ACCORDING TO A WITNESS, THE PLT ENTERED THE MANEUVER FROM A VERY LOW ALTITUDE & THE ENG STALLED AS THE ACFT WAS GOING STRAIGHT UP. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT WAS OBSERVED CONSUMING SEVERAL BEERS PRIOR TO THE ACDNT. A BLOOD TEST SHOWED THAT HE HAD AN ALCOHOL LEVEL OF 0.145%.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. (F) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/08/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	11190 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N99108
Model/Series:	DH 82A TIGER MOTH DH 82A TIG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	T5378
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1770 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	unknown
ELT:		Engine Model/Series:	UNK/NR
Registered Owner:	WAYNE S. ELLIOTT	Rated Power:	
Operator:	WAYNE S. ELLIOTT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CIC, 238 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1545 PDT	Direction from Accident Site:	215°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(037)	Type of Flight Plan Filed:	None
Destination:	(037)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CANDACE C CARRERA	Report Date:	
Additional Participating Persons:	JIM KELLEY		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).